



The CAPITOL HILL MONITOR

October 1992

WE'RE BAAAAAAACK!

You've probably been wondering what happened to your CHM subscription. As many of you may already know, our treasurer, Cecil Riley, was involved in a terrible auto accident several months ago. With Cecil in the hospital, in critical condition, we were unable to access our mailing list. In addition, Mike Peyton (our managing editor), changed jobs which prohibited us from circulating a September issue.

Fortunately, I'm happy to report, Cecil is now out of the hospital, but still has a long way to go to full recovery. As a result, the rest of us plan to take over the tasks formerly managed by Cecil.

We apologize for the newsletters missed during the past four months. We plan to extend everyone's subscription for an extra four newsletters to cover those issues we missed. In addition, from now on, we will base newsletter subscriptions on the number of issues we mail, and not the term period. This way, should we ever miss a newsletter issue again, no one will lose credit.

Should you have any concerns regarding your CHM subscription, please contact Alan.

LIFE AT THE BEACH AFTER LABOR DAY

By Alan Henney

You might not realize just how much activity still exists at the beach during the fall. Nearly every fall weekend beach goers will discover all sorts of events - huge sidewalk sales, antique shows, golf tournaments, concerts, fishing competitions and various other activities. In fact, selected beach patrols even stay on through weekends in September and October.

Don't forget to take your scanner before heading for the beach. To help get you started, we have a number of frequency suggestions for your listening enjoyment. We'll

start with the Maryland beaches and then work our way north into Delaware.

Assateague Island

The southern most beach in Maryland, the Assateague Island National Seashore, encompasses 39,500 acres of land parallel to the Maryland coast. Assateague Island is a narrow 37-mile long barrier island with Maryland's Assateague State Park at the northern end and the Chincoteague National Wildlife Refuge in Virginia at the southern end.

While on Assateague Island, pay special attention to the MD Dept. of Natural Resources (DNR), Park Service and Worcester County fire frequencies. The nearest fire department to Assateague, Berlin, identifies as "Station 6" on the Worcester County fire frequencies with apparatus in the 600 series.

Ocean City

Ocean City, Maryland's best known ocean resort, sits on a 10-mile barrier island which separates the Atlantic Ocean from a chain of bays - Sinepuxent, Isle of Wight, Big Assawoman and Montego.

Four fire stations operate in Ocean City during the summer when the island's population reaches nearly 300,000. During the off-season, when the population plummets to under 10,000, only two of the four fire stations are open.

While in Ocean City (or nearby) you should monitor the Beach Patrol repeater on 155.37. You'll hear a great variety of activity from the guards on the beach - even in the fall.

Ocean City provides dispatching for its fire, EMS and police. The Ocean City Fire Department identifies as

"Station 7," with apparatus utilizing designations in the 700 series. Ocean City fire radios are configured just like the Worcester County fire radios - with two additional channels (46.36 and 46.4). Unlike the Ocean City fire apparatus, however, 46.32 is Channel 2 in Ocean City EMS units. Ocean City Channel 4 is the Berlin fireground (46.4). Berlin rarely used 46.4 and Ocean City now may substitute Channel 4 with 46.28 - a recently acquired fire frequency.

Ocean Pines

Just west of Ocean City, back on the mainland, you'll find

If the Governor is in Ocean Pines, or Ocean City for that matter, make certain to listen to 453.35 (repeater or simplex) for his entourage.

Like Ocean City, the Ocean Pines Fire Department, Station 11, operates on the Worcester County fire channels, with the addition of an exclusive fireground frequency, 46.34. Ocean Pines fire apparatus, which use designations in the 1100 series, make extensive use of the Ocean Pines UHF frequencies for their operations. Consultations between Peninsula General Hospital and Ocean Pines EMS units (via phone patch) also take place over the UHF frequencies. Listen for the Ocean Pines Yacht Club on marine Channels 68 (156.425) and 16

FREQUENCY LIST

Maryland Coast: Ocean City, Ocean Pines and Assateague Island

34.8300 s US Fish/Wildlife Svc Assateague Is.
 39.1000 s F1: MSP Statewide / Ocean City Police
 39.1800 s Worcester Co Sheriff
 39.2200 s MD Natural Resources Police (marine unit)
 39.2400 s F8: MSP Berlin (Barrack V)
 39.4800 s Ocean City Police (simulcasts 460.325)
 46.2800 s New Ocean City Fire Channel (use unknown)
 46.3200 s F2: Ocean City Medical Response & Ops
 46.3400 s Ocean Pines Fireground
 46.3600 s F3: Ocean City Fire Dispatch & Ops
 46.3800 s F1: Worcester Co Fire Dispatch & Ops
 46.4000 s F4: Ocean City Fire (Berlin Fireground)
 46.4400 s F2: Worcester Co Fire Fireground
 47.3200 s F1: SHA Statewide
 47.4000 s F3: SHA Distr 1 Working Ch (Worcester)
 122.8000 s Ocean City Airport
 151.2050 r MD Natural Resources Police (159.24 input)
 151.3250 s F2: DNR Eastern Region Parks
 151.4600 s F1: DNR Eastern Region Forests
 154.0250 s Ocean City Sanitation

154.0400 r Ocean City Public Works (158.955 input)
 154.5700 s Ocean City Convention Center
 155.2200 s F2: Ocean City Beach Patrol (alternate)
 155.3700 r F1: Ocean City Beach Patrol (158.85 input)
 157.1500 s F23A: Coast Guard Station Ocean City
 158.8950 s Ocean City Recreation
 159.4500 r F3: DNR Statewide (151.145 input)
 170.0500 s US Park Service (Assateague Island)
 452.6500 r Ocean City Transportation
 453.3500 r MSP Executive Protection (Berlin site)
 460.1500 r F1: Ocean City Police "Boardwalk"
 460.1500 s F4: Ocean City Police F1 Talk-Around
 460.3250 r F2: Ocean City Police "Patrol"
 460.3250 s F5: Ocean City Police F2 Talk-Around
 460.4250 r F3: Ocean City Police Covert Ops
 460.4250 s F6: Ocean City Police F3 Talk-Around
 461.8750 r Ocean Pines (security, fire & EMS)
 461.9250 r Ocean Pines (maintenance)
 462.0250 r Ocean Pines
 463.0750 d Med 4: Worcester Co. EMS consultations

Fenwick Island - Fenwick Island State Park

Just across the Delaware state line, you'll find the barrier island of Fenwick. Unlike its big brother Ocean City, Fenwick offers the convenience of Ocean City with the tranquility of a smaller resort with no sales tax. Listen for Fenwick Island police officers on the Delaware State Police (DSP) channels (normally 154.755) where they identify using designations in the "914" series ("914-2" or "914-12" for example). Besides the DSP channels, Fenwick Island officers operate on 155.01 - the "town

channel" as they say in Sussex County.

The Fenwick Island State Park lies on either side of Fenwick Island. The Delaware Department of Natural Resources & Environmental Control (DNREC) patrols all state parks and inland waters. Sounds like the perfect job - driving a 4x4 up and down the beach all year with a 60 watt low band radio and getting paid for it! Make certain to keep the DNREC frequencies in your scanner. Like many of the municipal police departments, DNREC's first channel operates in the duplex mode (transmit on 44.68

and receive on 44.72).

the exclusive resort community of Ocean Pines. At one time Governor Schaefer supposedly had a summer cottage in Ocean Pines (anyone know if he's still there?).

and receive on 44.72).

Years ago DSP had a two channel VHF low band radio system. The first channel operated in the duplex mode with no repeater (transmit on 44.86 and receive 45.02). The second channel operated simplex (transmit and receive on 45.02). Ironically, nearly all of the older Delaware municipal police departments implemented this set-up in their individual radio systems as well. While still licensed, few, if any, of the municipal departments continue to use the duplex configuration. Rehoboth Beach, for example, gave its mobile allocation to the beach patrol. Other municipalities have done away entirely with the extra frequency.

Bethany, South Bethany, Middlesex Beach and Sea Colony

The chamber of commerce promotes these beaches as "the quiet resorts." The locals don't tolerate noisy city folk, or expired parking permits - so watch where you park to monitor your scanner.

The Bethany Beach Fire Department (Station 70) responds to emergencies in all of the beach resorts south of the Indian River Inlet to the Maryland line. Millville (Station 84) and Medic 105, however, provide EMS service in this area since Bethany doesn't operate an ambulance. By the way, all fire apparatus and ambulances in Sussex County identify using their station number with an additional number (indicating a fire unit) or letter (indicating ambulance). Sussex County medic units operate independently of the volunteer fire departments with designations in the 100s.

Both Stations 70 and 84 - as all Sussex County fire departments operate extensively on the two 33 MHz channels (33.78 and 33.86). Station 70 does, however, have an exclusive fireground channel, Channel 3 (33.56). With the exception of Rehoboth and Seaford, the Sussex County EOC dispatches all fire stations (on 33.78) and all medic units (on 463.175) in the county.

Sea Colony, which promotes itself as the largest planned resort east of the Mississippi, lies between South Bethany and Bethany Beach. Make certain to give the Sea Colony security frequency (151.835) a try - as the complex, with the summertime population of many cities, is often packed with rowdy Washingtonians.

Middlesex Beach, another one of the so-called "quiet resorts," lies just steps from Sea Colony - adjacent to

South Bethany. Resort Investigations & Patrol - known as "Resort Patrol," a private security firm - provides "police" services for Middlesex Beach and numerous other communities, nightclubs and industrial complexes in Sussex County. Resort Patrol officers at Middlesex Beach identify, on 461.325, using the number 61 usually followed by a letter (A, B or C).

DSP provides actual police services for beach communities such as Sea Colony and Middlesex Beach (in the Bethany area) or Henlopen Acres and North Shores (in the Rehoboth area). Private security outfits, however, provide protection beyond that of what DSP offers (including responding to residential alarms, auto accidents and noise complaints).

Listen for Bethany Beach police ("912" units), South Bethany police ("928" units) and the nearby Millville/Ocean View police ("936" units) on DSP's 154.755 in addition to their own "town channels."

The Delaware Air National Guard base, just outside the Bethany Beach city limits, operates extensively on 46.9 and 242.4.

Dewey Beach, Rehoboth Beach and Nearby Communities

The Rehoboth Beach Fire Department (Station 86), in addition to Medic 104 (from Five Points), responds to all fire and EMS emergencies North of the Indian River Inlet to State Route 24. In this area, you'll notice a number of private resort communities (similar to Ocean Pines) besides the well known Rehoboth and Dewey Beaches.

The Rehoboth Beach Police Department dispatches city fire apparatus and ambulances on 33.78. Sussex County dispatches Medic 104 on 463.175. After dispatch, Rehoboth fire, EMS and medic units respond and operate on 453.25. Should a Rehoboth fire unit need to communicate on the statewide dispatch frequency, a cross-band repeater on 453.3 relays the message onto 33.78. If you monitor the cross-band repeater (on 453.3), instead of 33.78, you'll hear stations as far as Pennsylvania and New Jersey who also operate on 33.78.

In addition to their own frequencies, both Rehoboth Beach and Dewey Beach Police Departments operate on DSP frequencies (typically 154.755). Dewey Beach police use designations in the "989" series and Rehoboth Beach uses designations in the "73" series (such as "7301" or "7320").

Fortunately for the police departments, several private security firms supplement the often limited police protection. The Resort Patrol security guards, who patrol Middlesex Beach, also guard the private communities of

Indian Beach, Henlopen Acres and North Shores. Listen for Resort Patrol units "42" and "51" on 461.325 at these locations. Private security is a great business in Saltwater Sussex County. Two other security firms, Confidential Services (on 151.865) and Delaware Security Patrol (on 151.625), constantly compete with each other for business.

Like Ocean City, the Rehoboth Beach Patrol frequency, 156.03, provides many hours of interesting listening. Beach patrols in Dewey and in the Cape Henlopen State Park, unfortunately, operate solely on CB (try CB Channels 7, 11, 14 and 35 in Dewey, and Channels 7, 14, 21, 31, 33, 35 in Cape Henlopen). Make certain to monitor DNREC officers (on 44.68, 44.72 and 45.28) patrolling both the Cape Henlopen and Delaware Seashore State Parks. The state operated Indian River Marina, located in the Delaware Seashore State Park, operates on marine channels 68 (156.425), 18 (156.9) and 16 (156.8).

Historical Lewes (Pronounced Lewis)

Lewes, founded in 1631, prides itself as Delaware's oldest city. The town has survived fierce Indian and pirate attacks, an 1812 British bombardment and the annual flood of summer vacationers. Lewes, however, is probably best known for the Cape May - Lewes Ferry which connects Delaware to Southern New Jersey. The Delaware River & Bay Authority (DR&BA) operates the ferry service. You'll find DR&BA police on 155.31 and the ferry crews on marine channel 7A (156.35). Gentleman Jimis, a private contractor operating on 151.745, runs the gift shops and restaurants on the ferry boats.

Just a short distance from the ferry terminal, the Delaware Pilot's Association, located in one of the old World War II observation towers, constantly tracks ship movements on the Delaware Bay and River. Listen for the pilot station, transmitting from the Cape Henlopen State Park, on marine Channel 14 (156.7) and pilot boats on Channel 74 (156.725).

If you're like me, you'll enjoy hearing the large ships coordinate their movements on 156.65, marine Channel 13. Coast Guard Stations Indian River and Roosevelt Inlet, both nearby, operate with Coast Guard Group Cape May on marine Channel 21A (157.05). If you like the Coast Guard, also try marine Channels 12 (156.6), 16 (156.8), 22A (157.1), 23A (157.15) and USCG cutter operations on Channel 83A (157.175).

A small Naval Reserve station, known as Fort Miles, still exists in the Cape Henlopen State Park. The only frequency I've ever encountered for the facility, which I have yet to hear in operation, is 139.5 (from the IRAC

microfiche).

The Sussex County EOC dispatches Medic 104 (from nearby Five Points) and the Lewes Fire Department (Station 82). Lewes police, parking enforcement officers and beach patrol share 155.01 with Dewey Beach and Fenwick Island Police Departments. The Lewes police identify as "L" units on 155.01 and as "947" series units on DSP channels.

Beach goers requiring serious medical attention have two alternatives - Lewes' Beebe Medical Center in Delaware or Salisbury's Peninsula General Hospital in Maryland. Doctors at Beebe Medical Center, located in the Lewes city limits, frequently communicate on Med 6 (463.125/468.125) with the DSP helicopter "Trooper 2" and the numerous ambulance companies which transport to the facility.

The University of Delaware College of Marine Studies, also in the Lewes city limits, operates on 453.625 in addition to various marine channels (try Channels 11 156.55, 68 156.425 and 80A 157.025).

A trip on the recently restored Queen Anne's Railroad, which runs between Lewes and Nassau, is a must for railroad buffs. The restored rail line runs on track shared with the Delaware Coast Line. Both companies use

160.455 for coordination.

For aviation buffs, banner towing airplanes, flying between Ocean City and Lewes, coordinate activities on 122.75, 122.8 and 122.9.

FREQUENCY LIST:

Delaware Coast: Lewes to Fenwick Island
(Saltwater Sussex Co)

33.5600 s F3: Bethany Beach Fireground
33.7800 s F1: Statewide Fire & Rescue Dispatch and
Ops 33.8600 s F2: Sussex County Fireground
34.8300 s Fish & Wildlife Service (Primehook NWR)
44.6800 s F1: DNREC Parks/Inland Waters (mobiles)
44.7200 s F2: DNREC Parks/Inland Waters (simplex)
45.2800 s F3: DNREC Parks/Inland Waters (park ops)
46.9000 s Del Air National Guard (Bethany Beach)
47.2200 s F1: Del DOT Traffic Engineers
47.3400 s F2: Del DOT Traffic Engineers (alternate)
151.6250 s Delaware Security Patrol
151.8350 s F1: Sea Colony (security)
151.8650 s Confidential Services (security)
151.9250 s F2: Sea Colony (maintenance)
154.6950 s F4: DSP Statewide Data Channel
154.7400 s F1: Rehoboth Beach Police (dispatch)

154.7550 r F3: DSP Sussex Co "SusCom"
 (154.71 input)
 154.8000 s Bethany Beach Police (dispatch)
 154.8600 s State Wide Emergency Net "SWEN"
 (rarely used)
 154.8750 s F2: Rehoboth Beach Police (alternate)
 154.9950 r Sussex Co Shared Local Gov't
 (155.985 input)
 155.0100 s Dewey PD (F2), Lewes PD
 and Fenwick Island PD
 155.0400 s Fenwick Island City Services
 155.2500 s Rehoboth Beach Parking Enforcement
 155.3100 s Cape May - Lewes Ferry (DR&BA Police)
 155.4000 s Beebe Medical Center (security and paging)
 155.8050 s South Bethany Police and City Services
 155.8200 s Rehoboth Beach City Services
 155.8500 s Dewey PD (F1) Fenwick PD
 155.9100 s Bethany Beach (mobile to base)
 155.9550 s Lewes City Services
 156.0300 s Rehoboth Beach Patrol
 156.3500 s F7A: Cape May-Lewes Ferry (ferry ops)
 156.6500 s F13: Ships Navigating the Delaware
 Bay/River 156.7000 s F14: Delaware Pilot's Association
 157.0500 s F21A: Coast Guard Station Indian River
 158.7450 s Bethany Beach City Services
 242.4000 s Air National Guard (air to air)
 453.2500 r F3: Rehoboth Beach Fire (response & ops)
 453.2500 s F4: Rehoboth Beach Fire (F3 talk-around)
 453.3000 r F1: Rehoboth Beach FD (33.78 cross-band)
 453.3000 s F2: Rehoboth Beach Fire (F1 talk-around)
 453.5250 r Delaware Resort Transit (Lewes to Dewey)
 453.6250 r U of D College of Marine Studies (Lewes)
 453.6500 s F5: Rehoboth Beach Fire (unit to unit)
 461.3250 r Resort Investigations & Patrol
 463.1250 d Med 6: Beebe Medical Center ER (Lewes)
 463.1750 d Med 8: Sussex Co Medic Dispatch

Because of space limitations, radio codes for both Ocean

ANDREWS OPEN HOUSE

The Joint Services Open House held at Andrews Air Force Base is a popular event - especially for military aircraft buffs. With the possibility of actually listening to the Blue Angels' radio conversations, the open house is a must for scanner enthusiasts. You haven't monitored military aircraft communications until you've monitored the Blue Angels! Since I was out of town during the open house, I was delighted when Joe Gallagher offered to write this month's follow-up article for the two-day event.

We are most grateful to Joe, not only for taking notes for us while at the open house, but also for taking time to write such a comprehensive report of his findings. Thanks

Joe!

POST-MORTEM ON AAFB AIRSHOW: MAY 22-23, 1992... By Joe Gallagher

The tower mentioned that tarmac temperature was about 30 degrees (Celsius), which translates to approximately 90 degrees (Fahrenheit). The thousands of people in attendance didn't seem to mind since, after all, this was Andrews Air Force Base kicking off the annual airshow season!

The Navy's Blue Angels were the headline act, doing their "high show" up to 15,000 feet, under beautiful blue skies and a gentle breeze for both Friday's and Saturday's shows. The air temperature, however, got into the low 90s on Saturday. Crowds are far less each year for the Friday show, which has been changed to a fully "for-the-public" day, after originally being a "press, schools, and dignitaries" show. The crowds for Friday still have been only in the 20 to 30 thousand range, compared to the Saturday crowds of 250 thousand this year and an estimated 450 thousand last year following Desert Storm.

Following the theory that "the sooner you arrive, the closer you park," I pulled onto the base around 10 a.m., and set out first to get some pictures. When the Army Golden Knights were about to start the show, I programmed my new Fairmate HP2000 handheld scanner, whose major plus is coverage of the military air band.

The ONE frequency which I wanted to nail down this year was the "Air Boss" -- often a one-time-only frequency where absolute control over the airshow is exercised. I had seen a communications truck at the edge of the tarmac featuring about six discone antennas, with a "Show Control" sign above it.

This year I tried to use an Optoelectronics model 2300 frequency counter. Unfortunately, the day was too bright, and the LED display too difficult to see (even when I put the counter inside a paper bag to reduce the light level) to be useful. But I got lucky when an aircraft preparing for a demonstration asked Ground what the show control frequency was: after Ground checked, they answered that it was 122.85! I show that to be the pilots-to-dispatch frequency for the Naval Air Facility on the eastern side of Andrews.

122.85 sometimes identified as "Show Control," and other times just as "Operations." But, they did NOT sound like the absolute airshow control that I had expected -- that role really seemed to have been taken by Tower.

The Golden Knights parachute team was confirmed using Wide-band FM on 32.2 as well as their primary

42.35...also the usual conversations with the tower. During each day, aircraft conversations with the tower were occasionally simulcast on 118.4 and often on one of the military tower frequencies (236.6 and 289.6). Identification of a particular aircraft was often cryptic, such as the B1B bomber which did a mini-flyby on Saturday, after identifying only as something like "Ops 28." Tower also coordinated a flyby of F16s from the DC Air National Guard.

On 121.8, Ground arranged for the taxiing of an AV-8B Harrier for its demonstration. Aerial demonstrations leading up to the Blue Angels included a Coast Guard HH65 helicopter and a second Harrier demo. Ground and Tower were the frequencies of choice for these, but there was silence on the radio while each pilot was performing their maneuvers. Approach was busy during the afternoon on 119.3 and 294.5, trying to keep all other aircraft out of Andrews' airspace. Andrews' airspace was defined as a five mile radius at the surface and up to 15,000 feet.

A co-worker couldn't make it to the show, but from his house in Glenn Dale, MD, he monitored Blue Angels ground support on 142.625, thought to be the input to 142.025 which I monitored last year. He also heard Blue Angels ground support on 121.9.

Did you know that the fire department scrambled for a fuel leak from an F1 jet on the north side of the airport? You would have if you were listening to "Red Control" at 2:10 p.m. Friday on 173.5875. The fire department was also heard on 140.1. At about the same time, I heard Ground on 121.8 telling a Red unit (a foam unit stationed at the south end of the runway) that "we are in a North operation."

Prince George's County medics and Andrews' own medical staff were busy with those who did not drink enough water and had suffered various stages of heatstroke. Maryland State Police had their "Trooper 2" helicopter on display, but they would NOT share any information about frequencies (their own or anyone else's). After Friday's opening parachute mini-drop by the 82nd Airborne, in which one soldier broke his leg, "Trooper 2" was pressed into service to look for him in the woods east of the main runway.

Prior to takeoff, Blue Angels Base confirmed last-minute details with the tower on the military 289.6 frequency. And for the detail-minded, vendors coordinated restocking of the food booths on the "red dot" utility frequency of 151.625.

I had heard that 142.0 was the Blue Angels primary for air-to-air when all planes are in a single group. But, a

female was heard on 142.0 Friday at 3:07 p.m. just before they took off...unusual since this year's pilots are males. (Edit. Note: NDW operates a VERY strong NFM repeater taxi dispatch that may "bleed-over onto AM). Air to air conversations were heard on 143.0, which I understood to be the "Bravo" channel.

When Planes 1, 2, 3, and 4 fly in a group, they were heard on 275.35 (this was the most active frequency I monitored during their demonstration). Planes 5 and 6 fly the opposing solo maneuvers while communicating on 263.35. Then, Planes 5 and 6 switch frequencies to join the other four aircraft so they are all on the identical frequency while in the same formation.

Listening to the Blue Angels during their maneuvers can be a VERY confusing situation. The Boss in Plane 1 very calmly and matter-of-factly would say something like "little more power, little more, and puuuulllllll." At that point, the formation would bank in a precisely and equally slow turn to either the right or left, the same way they've flown it thousands of times before. When Boss announces the next maneuver, each of the other pilots acknowledge that they have heard and understood the call, and this is where it gets...well, unusual. The replies COULD sound like this:

Pilot 2: Roger, sir. I understand. Pilot 3: 3 here, sir. Willco. Pilot 4: This is aircraft 4...affirmative.

But this would take a lot of time, and these planes are sometimes traveling at 400 MPH. So instead, each pilot responds with a distinctive...and very rapid...sound. For example, Plane 2 says something like "Yo"...3 says "Allriiight"... "Yiiihaaaaaaa" is heard from Plane 4. You get the idea. On their frequency, it sounds like "Little more power for the Echelon Roll YoAllriiightYiiihaaaaaa..."

The formation then silently, smoothly, and perfectly performs the maneuver as if they were one aircraft. The silence before the next maneuver is only broken by the Boss for little things like a request for more power, or a slightly wider or tighter turn. After the demonstration was over, and as the six aircraft rolled out on the runway after landing, the Boss was heard on 263.35 congratulating planes 5 and 6 on a good show.

Because they needed to survey the area around the Naval Academy at Annapolis -- where they would fly for graduation ceremonies on Monday, May 25 -- the Blue Angels flew at Andrews earlier on Saturday than they did on Friday. (However, it turned out that with rain, low clouds and cooler temperatures that had moved into the area, the graduation "airshow" was exactly four minutes long as reported by an Annapolis newspaper).

Following the Angels on Saturday, there was a flyby of that B1B bomber which was mentioned earlier. The plane had been heard talking to Tower before the Angels' 45-minute-long routine. The B1B reported that it was circling Nottingham (a point less than five minutes flight time south of Andrews), and asked what time it should be expect to make an appearance. During the Angels demo they were heard talking to Tower again, getting a five minute warning, then being told to stretch it by two more minutes, and finally to be in front of the crowd in 90 seconds.

After circling for all of that time, the B1B made only one pass at about 800 feet altitude, began a moderate climb while they were only halfway down the flight-line, AND FLEW BACK TO WHERE THEY HAD COME FROM! 500 members of the Army's 82nd Airborne performing a mass parachute drop closed the Department of Defense Joint

Brent worked around-the-clock at the recent Democratic and Republican Conventions (watching and analyzing TV coverage - writing, designing and distributing his publication). We thank Brent very much for taking time to submit several articles in spite of his busy work schedule. I just hope Brent had some time left at the convention to do some scanning!

NEWSCAN By Brent Baker

Cops on Bikes. Over the summer we heard a lot more officers on portables. Three early June stories reported that local police departments are putting officers on bicycles. A June 9 Fairfax Journal story looked at Arlington County Police summer plans: "From 11 a.m. to 9 p.m. three officers in light blue shirts and dark shorts, with radios, report forms and night sticks, will patrol parks, high-density areas such as Ballston, Rosslyn and Crystal City, and the county's 72 miles of bike paths."

The same day, The Washington Times revealed that the Alexandria Police had begun a 120 day experiment to test the benefits of officers on bikes in all areas of the city. Two female officers, who have ridden around Old Town since February on mountain bikes, expanded their cycling to cover the entire city. A few days later in a story on a shooting in SE interrupted by District Police, WUSA-TV's Dave Statter noted that several responding officers arrived on bikes. They were the ones wearing shorts.

Barred from Scanner Listening. A Federal Court ruling might have implications for scanner listeners. A U.S. District judge barred a Boston traffic news service from

using scanners to get information for its clients from Metro Traffic Control radio communication.

A June 4 Boston Globe article reported that Judge David Nelson "issued a preliminary injunction last week barring SmartRoute from monitoring Metro employees' radio communications." To catch its competitor, last September Metro put out phony traffic tie-up reports over its radio system. The Globe reported: "Metro never aired the phantom reports, but says SmartRoute intercepted them and furnished them to customers. And two radio stations, WBOS and WODS, broadcast some of the false reports, including a traffic snarl in the South Station tunnel blamed on a loose dog."

In the only part of the decision that the Globe quoted, Nelson issued a rather sweeping declaration: "While Metro does not have an exclusive right to report traffic information, their two-way radio communications are protected from unauthorized interception." SmartRoute called the interception inadvertent, but "says it blocked out Metro frequencies from its radio scanners beginning eight months ago."

* * *

BITS & PIECES

New Scanner / Shortwave Net on Two Meters

Our Virginia meeting coordinator, Ken Fowler, sends us details regarding a recently started "Scanner / Shortwave Net." Listen for the net at 7:30 p.m. on the first and third Monday of each month on 146.91 MHz. The repeater site for 146.91 MHz, located in Falls Church, should provide adequate coverage of the metropolitan area. Topics discussed will interest both scanner and shortwave enthusiasts.

Life on the Other Side of the Scanner - A Scantorial By Corporal Frank Carson, PGPD

A funny thing happened to me just before Memorial Day - I dislocated my shoulder. That made for an interesting situation - I couldn't perform to the usual standards of my job and was placed on "Light Duty." You see I'm a police officer for Prince George's County and work in Patrol. That means I'm usually in a squad car for my nine-and-a-half hour shift. But for now my police car -number 108 - is parked in my driveway, and I drive the desk at my station.

The interesting part is that now, instead of "being in it" I listen to my squad working. I can also keep track of them at the CAD (Computer Aided Dispatch terminal) while I'm at the desk. But I like the radio. It's not quite the same as being there, but it's the next best thing.

Before I was a cop, I listened to the scanner - I got into it as a medic in Southern Maryland - and heard the police calls go out. At the time I mainly used a Bearcat crystal scanner, which I still have. When I heard a "good" call I'd get up and stop the scanner to listen. It was more of an "academic" mind-set then - I had a feeling of interest when I listened.

Since I became a cop that's changed a little. When I hear a call dispatched - especially when my squad is working - a few things go through my mind. Do I know where that is - oh yeah, I know exactly where that is! Have we been there before (or, of course, "We've been there SO MANY TIMES for the same thing..." sometimes is more appropriate). If it's something major - maybe a hold-up alarm - I think "Now what would be the best way to approach that building..?" Or, in some cases, "There's really no good way to approach that bank."

I also get a little lump in my stomach - I hope that they'll make out all right and be careful. Those are my friends out there - I work with them, eat with them, laugh with them and much more.

As always I have to wait until one of the people on my squad return to the station to hear the whole story. You see, the scanner doesn't tell everything.

So, keep listening and enjoy. You can get a lot from listening to a scanner, but not the whole story. People need to remember that...

MYSTERY FREQUENCIES

Those of us who spend our scanning time doing a lot of searching for those odd ball; unusual; unlisted frequencies, occasionally encounter frequencies that defy identification. That's what this column is all about. We'll list a few frequencies (5-10) each month with a description of what has been heard. It will be up to the rest of you to help identify who is really on the air. The responses will also be printed so that we can all expand our data base. To start off, here are a couple from the federal areas that have been heard, but remain unidentified. If anyone else has heard them or knows who it is, send a note to Bill Hardman on the BBS or at 7149

Lake Cove Drive, Alexandria, VA 22310. We'll print the info for all to share in subsequent issues.

413.925 - a federal security operation that appears to be either in downtown DC or Arlington, based on the signal strength. The base usually identifies as "control." (Lots of help, right?) Units appear to be static and/or walking patrols. Once, a base sounded like it identified as "TSG 4." Reference has been made to the first floor entrance of the building and to the north garage.

813.2125 - Listed to the Alexandria PD/FD, but no traffic has ever been heard. Anybody heard anything?

38.83 - Uses CTSS (PL) [192.8]. During the week, seems to be dispatch of couriers and trucks picking up items in a warehouse. Base identifies as "South 2" or "S2." During non-duty hours, appears to be used by maintenance, primarily electricians and air conditioning maintenance.

138.05 - appears to be a VIP escort frequency. Used simplex. "I'll secure the staircase;" "...we'll come in the front door;" etc.

...And two pagers:

162.6375 - Lists to both the FBI and Army Corps of Engineers. Pages always seem to be "call the office" or call 3038 (phone extension).

138.3 - Note: this is NFM, not the AM frequency used by the 175th TFG from Martin State Airport (MD Air NG). "Call 4173; bring truck to office; call 56920; call Diane at service desk."

And one that was "figured out" - 139.275, with PL 156.7, identifying as "Dispatch", is the Army (DOD) Police at Fort Detrick, MD, just outside Frederick.

Send in your solutions AND your mystery frequencies!

Let's hear from someone!!!

* * *

PRESIDENTIAL INAUGURATION

It is that time again! Planning by the many agencies involved is already well underway for the extravaganza to occur in January. This is one of the, if not the biggest event in DC. We won't know until November who will be inaugurated, but someone will. It isn't too early to start gathering the frequencies that will keep us all on top of the action.

To start us off, a few words about the military, mostly Army. The Military District of Washington is charged with the coordination of ceremonies in the DC area for the entire Department of Defense. This even includes

elements of the US Coast Guard from the Department of Transportation.

MDW operates a series of nets on a regular basis for routine communications in the DC area. As the inauguration approaches, expect radio traffic on them to increase and additional frequencies to be added, depending on which units from throughout the US get tapped to provide additional support.

A few of the MDW frequencies routinely in use for this type of operation are listed below. First, a word about frequency numbers, CTSS tones and few other odds and ends. The MDW base identifies as "State Sword." Radio nets used to be numbered 1 thru 7. They now have several different numbers as the MDW obtains new radios. As a result, they have reverted to the "old" Army reference system of calling the nets by name, i.e., operations, support, transportation, ceremonies, etc. As for CTSS tones, they appear to be used rather arbitrarily; some are used more often than others. All of the nets may be used in either a repeater or simplex mode.

State Sword Nets

139.0750	[179.9]	Transportation Net
139.1750	[136.5]	Operations Net
139.0000	[None]	Personnel Net
139.1000	[136.5]	Ceremonies & Special Events Net
139.3500	[None]	Public Affairs Net
139.0500	[136.5]	Logistics & Support Net
139.2750	[114.8]	Admin Net

MDW Motor Pool

32.8700	[107.2]	Military Taxis (Duplex Base)
32.5300	[107.2]	Military Taxis (Duplex Mobiles)
36.9100	[None]	Bus Dispatch
407.5250	[131.8]	VIP Sedan Dispatch

Those are just a few to get us started. Let's hear from some of you based on past experience or other information. After all, almost everybody gets involved in this one. All the police departments in DC, the Secret Service, FBI, news media, fire services, hotel security, State Department, you name it. Send the info to either Alan or Bill and we will start publishing it.

* * *

DATES TO REMEMBER

Sun, Oct 4 CARA Hamfest, Howard Co. Fairgrounds
Sat, OCT 31 CHM HYATTSVILLE LIBRARY GATHERING
6530 ADELPHI ROAD (1 to 4 p.m.) Alan-301-270-2531
Sun, Nov 1 Mason Dixon Hamfest, Westminster, MD
Sun, Dec 6 HolidayFEST '92, Largo, MD

Next CHM Meeting Details

Do you know who you're voting for on November 3rd? Do you know what frequencies you're going to monitor on election night or during the Inauguration?

Come join us on Saturday, October 31 at the Hyattsville Library from 1 to 4 p.m. We'll hopefully have an guest "political" frequency speaker and some frequency lists to share.

You'll find the library at 6530 Adelphi Road, near Prince George Plaza, in Hyattsville, MD. Call Alan for additional details.

* * *

Newsletter Staff:

Alan Henney, General Editor/Acting Treasurer
Bill Hardman
Mike Peyton
Dave Clark
Brent Baker, Newscan Editor

Published on a monthly basis (normally), The Capitol Hill Monitor keeps scanner enthusiasts informed of local meetings, frequency profiles and other topics of interest to area scanner listeners. Dues, including 12 issues are \$8. Make checks payable to Alan Henney.

Please address all correspondence to Alan. We encourage readers to submit material and to write articles which relate to the hobby. Additionally, we welcome frequency and visitor requests, but kindly include a SASE.

Alan Henney 6912 Prince George's Avenue Takoma Park, MD 20912-5414 301-270-2531

Meeting Coordinators:

Ken Fowler, Virginia Coordinator (703-385-2165)
Mike Peyton, Maryland Coordinator (703-749-7381)

Computer Bulletin Boards: We encourage computer users to log onto Jack Anderson's Frequency Forum computer BBS at 703-207-9622 (8-N-1). Frequency Forum is the official electronic gathering place for readers of The Capitol Hill Monitor!

CAPITOL HILL MONITORS
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